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Requirements on a Recent Report Concerning Tashkent Airframe Plant
No. 84

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REF : [REDACTED] 30 July 1958, Confidential

Background

A series of reports recently have become available concerning Tashkent Airframe Plant No. 84. Although these reports are unusually current and extremely valuable per se, it is believed that a great deal of additional information could be obtained which might clarify current aircraft production at this plant, the size and layout of the plant, scale of effort, etc. It should be noted that the type of information contained in the reports available so far is of high priority interest, largely because it is the most up-to-date, first-hand data obtained on any Soviet airframe plant in quite some time. Detailed, current information on the activities of even one Soviet plant could serve as a valuable guide for assessing the capabilities of other airframe plants in the USSR.

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Prior to the receipt of the [REDACTED] reports it seemed logical to assume that Cratc (IL-14) production soon would cease at the Tashkent plant, possibly to be replaced by production of the twin-engine turboprop transport Camp (AN-8). Since [REDACTED] refer to the new aircraft as a four-engine transport, clarification is needed. One of the primary purposes of submitting the following requirements will be to determine the exact new type of aircraft with which Tashkent is concerned.

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It is hoped that these requirements, submitted on existing reports, also will serve as a guide for future collection efforts on Tashkent Airframe Plant No. 84.

SUBJECT: Requirements on a Recent Report Concerning Tashkent Airframe Plant No. 84

Requirements

1. When did production of Crate begin? Can source give information as to rates of production of Crate? What peak rate was reached and when? Was this peak rate maintained steadily after it was reached? Was the production buildup a smooth one or did it level off for a long time prior to continuing to peak rate? Was the production phaseout of Crate a smooth drop? Were all the aircraft which had been in various stages of assembly completed or were many parts junked when production was suspended? In using the term "suspended" does source mean that Crate effort was stopped temporarily or permanently?

2. In speaking of "expansion of the installation" does source mean that the present buildings are being enlarged or is he referring to new buildings under construction? If new buildings, where are they to be located? If the old buildings are being enlarged, in what way and what is the scope of the enlargement? Is final assembly of the new aircraft to take place in the old final assembly building? If not, where?

3. Is source referring to a complete plant re-tooling effort when he speaks of "necessary modification in equipment?" Has he seen any evidence of jigs used in production of Crates being planned for use in production of the new aircraft? Will any of the equipment used for production of the Crate be interchangeable for the new aircraft?

4. What is the significance of the designation P-17? Does source know of any other designation for the Crate, other than II-14? Was P-17 assigned to the new aircraft by Plant 84B or perhaps by the group which designed it? Has source ever heard of any other designation for P-17? What does source mean when he says "production of the new aircraft will begin in about August 1958?" Does this mean sub-assembly work will begin, final assembly work will begin, or that the first series-produced aircraft will be completed by then? Did source ever hear of the P-17 being referred to as a passenger transport as well as a cargo aircraft?

5. How many new Crates generally could be seen in the plant area or on the factory airfield? Did the plant do a great deal of Crate overhaul or modification work? Where did this type of activity take place? How many old Crates, undergoing repair or modification, usually could be seen in the plant area or on the airfield? Did modification work on old Crates ever interfere with the steady production of new Crates.

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